

## SUBSCRIPTION RATES

\$1.00 IN THE COUNTY  
STRICTLY IN ADVANCE.

(Outside of County)

ONE YEAR \$1.50  
6 MONTHS .85

## True Thanksgiving Spirit.

The sources of blessing are dual and the spirit of thanksgiving should be directed in two ways. For in the Christian theory, the Author of life chooses never to work singly, but rather to honor the good will of men in bringing to pass all things for which men are prompted to be thankful.

Such a realization on Thanksgiving day must have a wholesome influence upon our thought and the resolutions we form toward future purposes. For true gratitude is more than an expression; it is a prompting.

We are grateful for peace, but we cannot better express that gratitude than by contributing with fine self-control and friendly offices to increase harmony wherever our influence may reach. We are grateful for political stability and elections without disaster or turmoil; our gratitude should strengthen our purposes to achieve more nearly the ideals of purity in politics and in government. We are grateful that by contrast with unfortunate peoples of other lands our lives have been cast in happy places. But our gratitude will be poor fruition if it suggests no sacrifices which we must make to relieve those in distress.

There lies the true spirit of Thanksgiving.

The object of Thanksgiving day is to take us back of the good of life to the supreme good—God. The tendency is to get absorbed in things and forget their spiritual value. Thanksgiving day reminds us of spiritual values.

## STONE.

School at this place is doing some nice work. Teachers, pupils, and patrons are very much interested in our progress. Several of our boys accepted the invitation given by the teachers to assist in setting out shade trees on last Friday afternoon. If all teachers would take this step before it is too late, it would prove a great benefit to both school and community.

Misses Fannie and Ethel Butler spent Sunday with Mrs. Charlie Allen.

Misses Ollie, Abbye and Iva McCain of South Fork, spent Saturday night and Sunday with Miss Mai McCain. Miss McCain entertained several young folks Saturday in honor of them.

Hiram Cherry, of Red Springs and Dewey Rogers of Big Bottom spent Sunday night with John Cherry.

Misses Leila Stone, Irene and Anna Lee Heady, Altie Crowder, Gus Lock and wife Mrs. Mary Lee, Jim and Fannie Pharris were the dinner guests of Mr. Dennis and family.

Abbye Sparkman and Frank Sadler were dinner guests of Mai McCain Sunday.

Bro. Henry Hall, of Hurricane, preached a very interesting sermon at this place Sunday.

Levi Heady and wife spent Sunday with Dave York and wife.

Johnie Stone and wife spent Saturday night with R. L. Meadows and wife.

We had good singing here Saturday night. Omer Hawkins, Dewey Rogers and Carless Hall of Big Bottom were here.

## LOCALS

FOR SALE—Splendid 5 room residence in excellent condition, well located. Reasonable terms. B. L. Quarles.

Mrs. D. C. Morgan is on the sick list. J. D. Loftis was confined to his room several days last week with flu. He was able to be at his post Monday.

Rev. K. A. Early will preach at Woodrow Sunday morning at 11 o'clock. His subject will be "This Gospel." The public is cordially invited.

Miss Mai Page is the guest of Miss Alice Elizabeth Tardy.

"Tanlac made me feel younger." "It put me back on the pay roll." "I can eat whatever I want now." "I no longer suffer from indigestion." "I gained weight rapidly." These and many more expressions are now heard daily as people tell of their experience with Tanlac. Anderson & Haile.

Miss Lottie Harley was a visitor at the office Saturday.

B. M. Morgan was in town Wednesday on business.

Dr. Miles Williams of Nashville, arrived Wednesday to spend Thanksgiving with his parents, Mr. and Mrs. J. A. Williams.

A. F. Dixon, of Gladico, honored the Sentinel office with a short visit Saturday.

On account of sickness the Ladies Aid Society of the M. E. church will not give a Thanksgiving dinner, but will have a feast at a later date. Announcement will be made in the Sentinel. Watch for it.

S. G. Rogers, of Whites Bend, was in town Wednesday on business.

The November term of Circuit Court was opened here Monday and adjourned over until the third Monday in December. Col. L. G. Strode presided in the absence of Judge Snodgrass.

Jack Stephens, with the Washington Mfg. Co., of Nashville, was here several days this week.

D. B. Johnson, F. L. Tardy, J. M. Draper, and J. L. McCawley have gone to Mississippi on a prospecting tour, to see how their Jackson County friends down in that section are getting along.

Tanlac has made life worth living for millions of people who had almost given up hope. It will do the same for you. Sold by Anderson & Haile.

I have all the necessary accessories for making fruit cakes. Place your order now while my stock is complete.—Haile's Grocery.

J. A. Haile of Flynn's Lick, was in town Tuesday.

Born, to Mr. and Mrs. T. C. Young, Wednesday morning Nov. 16th, a fine boy.

Clerk and Master W. F. Sadler transacted business in Cookeville Tuesday.

Miss Lucy Draper, of Defeated R-1, is the guest of her brother, W. M. Draper and family.

Tanlac now has the largest sale of any medicine in the world. There is a reason. For sale by Anderson & Haile.

Joe Draper, of Freestate, who has been suffering with a severe attack of heart trouble for the past two weeks, is improving. Mr. Draper was brought to the home of his parents, Mr. and Mrs. W. M. Draper, last week on account of his feeble condition. His many friends will be glad to know that he is improving, and hope that he will soon be able to return to his home.

"What It Is To Be Born Again," is the subject for Sunday night Nov. 27th, at the Methodist church. Don't fail to hear the pastor on this important subject. You are invited.

The bonds of matrimony don't always pay interest.

## Rules and Regulations Governing Contests In School Field Day.

The following are the rules and regulations for Jackson County Field Day Contest Dec. 2 and 3:

1. The awards will be made by disinterested judges.  
2. There will be three judges, all of whom shall be selected from without the county, and none of whom shall be related to any contestant.  
3. All points wherein there may be misunderstanding as to place of contestants in program, shall be referred to the Judges.

4. Contestants must be regular students, whose attendance as shown by school register, has been two months or more during the present school year.  
5. Basketball games will consist of two, 15 minute halves, with 5 minutes intermission.

6. Each school will be limited in time to 15 minutes for debate.

Contests will open each day at 9:00 A. M., on college campus. Literary will be held Friday night in college auditorium.

J. F. Gaines  
W. E. McDearman  
Otha Smith  
Blanche Tinsley  
C. C. Davis  
U. W. Heady  
H. J. Cox  
A. T. Jackson  
Elora Fox,  
Committee.

Monthly Medical Meeting.

The physicians of Jackson County, and their wives, assembled at the home of Dr. and Mrs. R. C. Gaw, Monday Nov. 21st, it being the day set for holding their monthly meeting, and at the noon hour they found themselves seated at the dining table loaded down with eat that would have made smiles come on the face of president Harding or Kaiser Bill, or any other notables. A huge turkey, with cranberry sauce, celery, soup, cakes and other palatable dishes in proportion were the the eats we had to face, all of which were prepared to a Queen's taste, and is useless to mention the fact that it was a most enjoyable feast to all who attended.

After all had remained with their feet under the table for an unreasonable length of time, the usual medical program, which is generally looked to with eager anticipation, was then considered of minor importance, but, however, in order not to let the meeting pass without carrying out the program, the doctors next assembled at the offices of Dr. Gaw, where the program was carried out. Dr. Cornwell read a splendid essay on diphtheria, the discussion of which was opened by Dr. C. E. Reeves, after which the discussion became general.

The next meeting will be held at the offices of Dr. C. E. Reeves on December 19, to carry out the following program:

Paper by Dr. J. D. Quarles; to open discussion, Dr. L. R. Anderson.

Thanksgiving Service.

Everybody is invited to attend THANKSGIVING Service at the School building at 9 o'clock sharp.

Until a fly can bite through his top hair to the scalp, a man is likely to think he has nearly as much hair as he ever had.

You've noticed that a woman who is interested in a lot of "forward movements," never is backward about talking of them.

It is hard to pound sense into an easy mark.

111 One eleven cigarettes

The Three Inseparables  
One for mildness, VIRGINIA  
One for mellowness, BURLEY  
One for aroma, TURKISH  
The finest tobaccos perfectly aged and blended

20 for 15¢

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## C. H. SCHOOL NOTES.

Nov. 18 closed our third month of school. Tests were given in all the grades, a majority of the grades being satisfactory.

All spare time is used in practice for the school meet. Everyone is anxious to win in the contests.

Honor roll primary department.

1st Grade.

(C) Howard Anderson, Ather Gwin, Ward Reeves, Virgie and Hattie Stafford.

(B) Phillip Anderson, Hubert Webb, Marjorie Mabry.

(G) Ernest Stafford, Rex Stafford, Joe Marvin Brown, Georgia Kinnard, Lassie York.

(A) Faye Smith, Winters Netherton.

2nd Grade.

Ada Sue Quarles, Irona Smith, James Draper, Clarence Gwin, Harvey Henson, Chas F. Hawkins Raymon Kinnard, Jack Young, Ernest Reeves, Bruce T. Settle. Mrs. Maude McCain.

Honor roll for week ending Nov. 18.

3rd Grade.

Aaron Hunter, Bill Wooten, Hebert Anderson, Joe Roark, Mary Joe Meadows, Minnie Mabry, Clyde McCain, Bessie Huff, Amy Loftis.

4th grade honor roll.

Garland Anderson, Roy McCawley, Booster Vernon, Roger Polson, Joe West, Henry Shoulters, Mayme Stafford, Anna Lee Smith, Jewel Dixon, Christine Gibson, Mary Kinnard, Lera Young, Ruth Reeves, Lucy Henson.

The pupils in both the third and the fourth grades are doing good work. We would be glad to have the patrons to visit us any time.

Mrs. Reeves.

FOR SALE—Splendid 7 room residence, 2 halls, 3 porches. Fine everlasting well, lots of shade, big lot without buildings. Liberal terms.

Quarles & McCawley Co.

## WANTED

Agents, men and women. Good proposition for live energetic workers. A money maker. Write at once.

J. D. Torrey, Manager  
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## RAILROAD PLAN TO GET RATES DOWN

PROPOSE TO REDUCE WAGES AND RETURN ALL THE SAVINGS BY REDUCTION IN CHARGES.

## FULL TEXT OF PROPOSAL

Statement By Thomas Dewitt Culyer, Chairman of the Association of Railway Executives, on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas Dewitt Culyer, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today, it was determined by the railroads of the United States to seek to bring about a reduction in rates, and as a means to that end to seek a reduction in present railroad wages, which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the Labor Board's decision of July 20, 1920, "which would involve a further reduction of approximately ten per cent," and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down. The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

The management has decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public, and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$22,000,000 upon a property investment of over \$19,000,000,000 and even this amount of \$22,000,000 included back pay for 1919, received from the government of approximately \$44,000,000, or thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry, and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic.

Roads Forced to Defer Maintenance. In this situation, a policy of the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was at the price of neglecting, and for the time, deferring work which must hereafter, and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 16 per cent or \$74,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 100,000 as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under these conditions, and with this large bill charged up against the future, which must soon be provided for and paid if the carriers are to perform successfully, their transportation duties, the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends, amounting to only 24 per cent per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, say amount not sufficient to pay the interest on their outstanding bonds.

Roads Earning Far Below Reasonable Returns. It is manifest, from this showing, that the rate of return of 5 1/2 or 6 per cent for the first two years after March 1, 1920, fixed in the transportation act as a minimum reasonable return upon railroad investment, has not been even approximated much less reached; and that the present high rates accordingly are not due to any statutory guarantee of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60 cents on the dollar they receive for transportation services, whereas in 1914, 40 cents on the dollar went to labor.

On the first day of January, 1917,

when the government took charge of wages through the Adamson act, the labor cost of the railroads had not exceeded the sum of about \$1,465,000,000 annually. In 1920, when governmental authority made the last wage increase, the labor cost of the railroads was about \$2,695,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of \$3,000,000,000, an increase since the government took charge of railroad wages in the Adamson act, of approximately \$2,460,000,000 annually.

In the light of these figures it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 15 per cent, in no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues. Thousands of Rates Already Reduced.

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages, allowed no net return on operations, but merely provided against further accumulation of deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads. Why, therefore, do not the railroads take their medicine like anybody else? The answer

The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return in property investment of the railroads of the United States for the past several years has been as follows:

RATE OF RETURN EARNED BY RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT.

1913	.....4.44%
1914	.....3.15%
1915	.....4.17%
1916	.....4.20%
1916, 4.20% Fiscal year	.....5.90%
1916 4.20% Calendar year	.....6.16%
1917	.....3.28%
1918	.....3.51%
1919	.....2.46%
1920	.....0.32%

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have, during the past four years, progressively declined.

Needs Handicapped More Than Other Business.

The railroads are responsible to the public for providing adequate transportation.

Their charges are limited by public authority, and they are in very large respects, "notably for labor," compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment, or to offer inducements to attract new capital for extensions and betterments is extremely limited.

However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads just a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad management cannot dispute from themselves that this suggestion is merely conjectural and that an adverse result of the experiment could be disastrous not only to the railroads, but the public, whose supreme need is adequate transportation.

Consequently the railroad management cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a conjecture.

Farmers Especially Need Lower Rates. It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market, and that existing labor and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad management are feeling sensitive to and sympathetic with the distressing situation and desire to do every thing to assist in relieving it that is compatible with their duty to furnish the transportation which the public must have.

At the moment railroads, in many cases, are paying 40 cents an hour for unskilled labor when similar labor is working alongside the railroads and can easily be obtained by them at 20 cents an hour. The railroads of the country paid, in 1920, a total of considerably over \$1,500,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force, as a heritage from the period of Federal control and upheld by the Railroad Labor Board.

The conditions are expensive, uneconomical and unnecessary from the point of view of railroad operation, and extremely burdensome upon the public, which pays the bill. This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor costs in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the Railroad Labor Board. The railroads will proceed with all possible dispatch, and as soon as the Board shall have given its sanction to the reduction of wages, the railroads will seek a reduction in rates which will put the rates at the level of 1914.